THE PROPERTY LIGHTERS TO STATE AND SELECTION OF THE PROPERTY O

"BUFFALO, November 11, 1844.

"Gur opponents, by pointing to the Native Americans and to Mr. Freinghuysen, drove the foreign Catholics from as and defeated us in this State."

Now, who would suppose, from the virtuous horror with which "our dear Fillmore' turns from horror with which "our dear rimmore turns from "foreign Catholies" now, be had ever been in "foreign Catholies" now, be had ever been in close communion with them but a few years ago, and had mourned over the misfortune of "Native americanism," which lost their support to Mr. Americanism," which lost their support to Mr. Foote, must be missing, or these confusions could not occur.

The actual legislative business of Congress is largely in arrears, and unless some new impulse be given en adjourament will leave an im nense accumulation for the ensuing session. It is common at sessions preceding a Presidential election for erdinary matters to be postponed for the more impertant concerns of politics. But the delay in electing a Speaker, and the stirring events in Kan-sas since then, have absorbed much of the time that would have been otherwise appropriated under different circumstances. An effort will doubtless now be made to push the remaining appropriation bills through, as soon as the pendi privileged questions are disposed of. They were privileged questions are disposed of. They were all reported in good season by the Committee of Ways and Means, and with changes in the old sys-tem, which were well intended to remove obstruc-tions that heretofore clogged the passage of the Civil and Diplomatic bill especially. All civil, jucicial and legislative pay must stop until the supplies are voted, as they were exhausted on the first of this month. As Congress is in the category, no very serious delay is anticipated. INDEX.

THE PROSPECT-KANSAS AFFAIRS. From Our Own Correspondent.

WASHINGTON, July 20, 1856. The Senate was not in session yesterday.

The House went into Committee of the Whole on the Private Calendar, and executed nothing of importance except an adjournment at 3 o'clock!

The working Members feel confident that the House can fix upon a final adjournment two weeks hence, and complete all the business necessary to be accomplished by that time.

Whitfield's case will come up immediately, and every Free-State Member off, on pair or otherwise, should return forthwith, and be engaged actively in the closing scene.

One of the New-York papers, in publishing the

list of Yeas and Nays upon the resolution to admit Mr. Archer to a seat, on Friday, has done great injustice to Mr. King of New-York, by placing him among the Nays. He voted Yea. He was also reported during the Brooks assault case as having voted with the Bludgeonists. He did no such thing. He voted against Brooks. Mr. King al-

ways votes on the side of Freedom.

Mr. DeWitt of Massachusetts informs me that
he will resign his place in Congress at the close of

Private letters received here from all parts of the North and West give assurances that the great work of concentration by the People for the purpose of checking the power of Slavery and placing the Government in the hands of wise and honest Statesmen is progressing rapidly and surely.

The news which comes in from the South shows that the rapks of Buchanan are being everywhere

Bets are running high here in Washington that Fi Infore will carry Virginia. When the Delawares (a noble tribe of Indians) in Kansas heard that Col. Fremont was to be their next "Great Father" (the name by which they call the President of the United States), they expressed the most exultant joy. It seems that when the Colonel crossed the beautiful slopes of Kansas he found the Delawares among his best friends. He camped in their midst, traded considerably with them, made them presents, and finally reheated the presents and he cally reheated the presents and he cally reheated the presents and the presents are the cally reheated the presents and the presents are the presents and the presents are the presents and the presents and the presents are the presents are the presents and the presents are the presents and the presents are the presents are the presents and the presents are the presents and the presents are the finally, when about to start upon his celebrated "Ride of One Hundred," he selected from among them five of their bravest warriors for his body guard. He is greatly esteemed by the Delawares and is known among them as the "IRON MAN."

Mr. Tappan, whose arrival I announced son days since, from Kansas, brought with him one of the chains with which the eight Free-State men were bound by United States Marshal Donaldson at Osawattamie, and confined in camp nearly one menth, and then driven by a company of United States dragoons under Lieut. Iverson, like cattle, thirty miles beneath a burning sun in less than four-teen hours, where it was found that there was not so much as a charge against any of them except

two, and they were sham!
The chain is about seven feet long, and is such as is commonly used as a trace chain. The two ends were fastened around the ankles with two heavy padlocks. The slack part of the chain was then brought up by a strap, fastened in the center and attached to the body. I do not know its weight, but it is quite heavy. This relic of bar-barism (not of ancient Nero, but of modern Pierce) has been exhibited to some of the Members of Congress here, and will be conveyed to Boston, and likewise shown to the people there, and then be presented to the Rev. Theodore Parker, who will undoubtedly use it as a text for a sermon, which I should very much like to hear.

The testimony taken in Kansas by the Investigating Committee has been laid before the Members, at last, in a printed form. It makes about twelve hundred solid octavo (document) pages. About eight hundred of that number is testing taken from the mouths of witnesses before the The rest is composed of copies Commissioners. of the poll-books, census returns, executive minutes, and journal, and majority and minority reports. The last-mentioned report is published in The Union of to-day for Sunday reading. It occupies about forty pages in the printed document report, only eight pages of which is devoted to legitimate testimony taken before the Commissioners. The remainder is ex parte testimony of occurrences that happened after the Commission was appointed, and a portion of which, it was unanimously voted by the Commission (Mr. Oliver present), should not be considered in evidence. I desire specially to call the attention of Congress to the testimony of Governor Reeder. It was taken in New-York immediately after the Commission returned to the States, and inasmuch as it specially related to Mr. President Pierce, a copy was premptly prepared and forwarded to "His was premptly prepared and forwarded to "His Excellency," with an opportunity afforded him to reply. To this hour he has not done so, which has reply. To this hour he has not done so, wh caused no little surprise in certain circles.

The Nebraska election case comes up to-morrow, and will soon be decided. There is considerable pulling and hauling on both sides.

Herbert, the alleged murderer of Kesting, still promenades the Avenue for an airing. The poor young man who, a short time since, shot the scoundrel who seduced his sister, does not accompany him, but is compelled to content himself in a lonely cell. Such is justice in Washington. H.

MR. BURLINGAME'S SPEECH - A CARD

I am informed that the Memorandum of a recen the informed that the Memorandum of a recent conversation of myself and friends with the friends of Mr. Brooks has received, in some quarters, from its position, as appended to Mr. Brooks's speech, an interpretation which does injustice to its real meaning and to my intentions.

This is what I say, and have said, in relation to my speech. That I ob account is the many contraction to my speech.

perch: That I observed in it the rules of personal and parliamentary decorns; that I could not qualify or re-tract any portion of it, and held myself responsible to

ther any portion of it, and need myself represents gentleman agarieved by it.

This is the only construction which I supposed would be placed on the Memorandum, which my fitends reduced to whiting, that there might be no missing the control of th maderstanding. But, inamuch as attempts, not alto-gether unsuccessful, have been made to pervert its true meaning, I now withdraw it. And, that there may not be any misapprehension in the future, I say, explicitly, that I have my speech to interpret itself.

and held myself respeciable for it, without qualifica-Washington, July 19, 1856.

THE LATEST NEWS. RECEIVED BY MAGNETIC TELEGRAPH.

WASHINGTON MATTERS.

Special Dispatch to The N. Y. Tribune. WASHINGTON, Monday, July 21, 1856. The Senate to-day amended the Three Million bill by reducing it to eighteen hundred thousand, and it passed. Four internal improvement bills passed. Look out for more vetoes.

In the House, the Nebraska Election case was taken up, and after devoting an hour to its consideration, it was interrupted by a suspension of the rules, and a resolution offered by Mr. Stanton of Ohio passed, fixing the time for meeting each day hereafter at 11 o'clock a. m. The remainder of the day was occupied in attempting to fix the day for final adjournment. The Senate submitted a proposition fixing August 11. Mr. Campbell of Obio urged as a substitute September 2, and showed good reasons why that should be the time fixed upon. Mr. Greenwood of Arkansas proposed August 18 as a compromise, and pending that smendment, the House adjourned.

Mr. Burlingame's case excites intense interest. He was in his seat to-day and answered to his name. There is no evidence up to this time, 94 o'clock p. m., of any hostile meeting between Messrs. Burlingame and Brooks.

The Herbert case continues, but is exciting not so much interest on account of the man as the direction the Administration papers, The Union and others, are taking in relation thereto. The friends of the deceased have employed a verbatim reporter to report Mr. Preston's argument for publication.

Mr. Cullom discharged Mr. Acton of New-Jersey, one of his Assistant Clerks, to-day, it is reported, for baving gone home after the adjournment on Saturday and returned before the opening of the Session to day. The object of his visit was to attend a Fremont meeting. Mr. Cullom is a Fillmore man.

FROM WASHINGTON.

WASHINGTON.

WASHINGTON, Monday, July 21, 1856.

The Postmaster General has just ordered a daily mail from Jefferson City to Springfield, Miscouri, at the instance of Major Phelps, thus opening a direct and expeditious route to the Osage and Cherokee Counties from St. Louis.

The Herbert trial will probably close on Wednesday. New testimony having been procured, the cross-

Are Herbert thal will probably close on Wednesday. New testimony having been procured, the cross-examinations are more rigid and prolonged than on the former trial. The interest in the case continues unabated.

The Senate confirmed the nomination of John For

The Senate confirmed the nomination of John For-syth as Minister to Mexico, and Walker Ferne as Se-cretary of Legation.

Mr. Burlingame's card published in *The Intelligencer* this morning, holding himself responsible without qual-ification or amendment for his speech on the Sunner assault, is considered a reopening of the controversy between him and Brooks, and has produced great ex-citement, especially among Congressmen. Rumors prevail about a contemplated hostile meeting, but nothing has occurred beyond mere conjecture to justify such reports. such reports.

The Committee on Elections of the House will this

week make a report, based on the results of the Kan-sas Investigating Committee, declaring Mr. Whitfield not the legally-elected delegate from that Territory. According to private advices received this morning, it is not probable that Mr. Sumner will resume his seat

XXXIVTH CONGRESS. FIRST SESSION.

SENATE WASHINGTON, July 21, 1856. The Senate passed the bill amendatory of the act of December 17, 1792, concerning the registering and recording of ships or vessels—the object being to make it conform to the present regulations of the Treasury

Department, On motion of Mr. HALE, a resolution was adopted On motion of Mr. HALE, a resolution was adopted calling on the President for information whether any instructions have been issued to any military officer in command in Kansas to disperse any unarmed meeting of the people of that Territory, or prevent by military power any assemblage of people in the Territory.

The bill for the armament of fortifications, alteration of small arms, &c., was amended, reducing the proposed apprepriation from \$3,000,000 to \$1,800,000, and then passed by 27 against 10—Measrs. Biggs, Durkee, Fersenden, Hale, Houston, Thompson (Kj.), Toombe, Trumbuil, Wade and Wilson.

A resolution was passed providing for the close of the session on the 11th August.

The following bills were then passed:

The following bills were then passed:
Regulating the fees and costs and other judicial expenses of the Government throughout the United States.
Making appropriations for the improvement of the Delaware Breakwater; also for the improvement of certain harbors in Maine and the harbors of Marquette, Michigan and Manito roe, Wisconsin. Adjourned.

HOUSE OF REPRESENTATIVES.

The House proceeded to the consideration of the Nebraska contested election case, the Committee on Elections reporting a resolution that Bird B. Chapman was not, and that Hiram P. Bennett was elected del-

Mr. WATSON made a speech in favor of the resolution, when the subject was passed over.

The daily hour of meeting was changed from 12

The daily hour of meeting was changed from 12 o'clock to 11.

HUMPHREY MARSHALL, from the Judiciary Committee, reported a bill to establish a uniform rule of naturalization. Referred to the Committee of the Whole on the State of the Union.

Mr. SMITH [Tenn.] moved a suspension of the rules

with a view to action on the Senate resolution Just re-ceived to adjourn on the 11th of August.

Mr. DUNN said he should move to amend it by

Mr. DUNN said he should move to amend it by adding as a condition that on or before that day an act be parzed and receive executive sanction for the settlement of the troubles in Kaussa, containing among its provisions one for the recestablishment of the Slavery restriction, applicable both to Kansas and Nebraska. Mr. MEACHAM gave notice of a substitute, for a recess from the 4th of August to the 20th of October—provided that no extra mileage or per diem during the recess shall be paid.

cess shall be paid.
Mr. SMITH'S motion prevailed by 128 agaicst 46.
Mr. DUNN moved to table the resolution. Lost b 5 against 105.
Mr. CAMPBELL of Ohio moved an ame

substituting the 2d of September, showing that it was in possible to transact the public business before that

time.

Mr. HAVEN said the remedy was to fix an early day and then go industricusly to work. He commented on the manner in which so much valuable time had been wasted. As to Kansas, he believed that the majority of the House would pass a bill previding for the restoration of the Missouri restriction, krowing at the same time that the Senate would reject it. Mr. MEACHAM said Mr. Haven had no right to

Mr. HAVEN disclaimed any such intention. GREENWOOD suggested the 18th of August three weeks were long enough for practica sying three weeks were

Mr. GIDDINGS thought two weeks were as good as two monibs. He dissented from Mr. Haven, and would do what was right without inquiring whether

would do what was right without inquiring watered the Senate would or not.

Mr. HAVFN replied that he (Haven) would do what was right; but when he could notiget other men to do what was right, he would abate a little rather than his fellow-citizens of Kansas should bleed, and rather than go before the country with an offer to the Senate not make in sincerities.

Mr. GIDDINGS said Mr. Havens had been all th season finding out which side was wrong. Instead of asking binself whether the act to be performed was just, be brought here the bugbear of the Senate. Now he (Giddings) would act right though the "Heavens

Mr. DUNN said he came here with high expectations. [A voice—No doubt of that 1]—that the Missouri Compromise would be restored. He was exceedingly serry they had grown smaller and smaller until they were entirely discipated. He was persuaded that no effort would be made to restore it. There exhibit be no peace in the country till that was done in substance or in full, and the North and South must seem inher this. Uttil the question of individual safety in Kansas was cettice, no appropriation bills should be passed. [Cries of agreed, agreed: that's tight; that's the talk]. The only way to insure complisance was to stop the wheels of Government and give some

trouble while they were rolling. As for the Presidency, he would not go for Buchanan or Frement, but for the man living in New-York, as the only one whose

ection gives promise of peace.

Mr. LESTER made an ineffectual motion to table the resolution. Adjourned.

THE CASE OF WM. ARRISON.
CINCINSATI, Monday, July 21, 1856.
Wm. Arrison was to-day convicted of mansianghter on the third trial for causing the death of Mr. Allison by an infernal machine about two years since. Great digsatis'action is expressed with the verdict. The sentence will be deferred, and he will be put on trial for the murder of Mrs. Allison, for which an application has been made for change of venue.

TROOPS FOR CANADA. QUEBEC, Monday, July 21, 1856.
The British screw steamer Vulcan, with the 17th
Regiment, from the Crimes, arrived here yesterday.

DEATH OF A LAWYER. Bostos, Monday, July 21, 1856. John H. Matthews, District Attorney of Worcester died suddenly in his office yesterday.

BURNING OF A SAWING ESTABLISHMENT. PHILADELPHIA, Menday, July 21, 1856.
The large sawing and planing establishment of Mesers. Naylor & Co., on Broad street, below Wallace, was destroyed by fire at 6 o'clock this morning. Loss \$15,000; mostly insured.

SUICIDE OF A MURDERER.
PITTSBURGH, Pa. Monday, July 21, 1856.
Hugh Corrigan, convicted in Westmoreland County
off the murder of his wife, for which he was under

sentence of death, committed suicide on Saturday in CANAL TOLLS.

ALBANY, Monday, July 21, 1856.

The Canal Tolls for the second week in July amounted to 884,245, against \$77,771 in the corresponding week last year.

THE TRIBUNE FUND FOR KANSAS.

To the Editor of The N. Y. Tribune.

Sir: In accordance with the proposal of your correspondent "JASPER" for creating " The Tribune Fund "for the Relief of Kansas," by each of your readers contributing one dollar, or more if able, I send herewith three dollars from myself and two others. The plan of "Jasper" is the best that has been offered for procuring the means to achieve the glorious object of Freedom for Kansas; and if each of your readers will contribute his dollar, our brethren there, who for our sakes have become the victims of persecution and famine, will be succored, reënforced and maintained, till Liberty is won.

Let every TRIBUNE reader at once inclose to you his

dollar, and counsel his friends to do likewise. Let him not think his single dollar unimportant, or expect another to save him the trouble of remitting it. Let him do his own contributing first, as he does his own voting, and then exert himself to induce his friends and neighbors to imitate his patriotic example. Let him reflect that his dollar, thus given now, may do as great service as his vote for Fremont next November; and let him rejoice that this opportunity is offered him to aid in averting from Kansas the impending curse. Let him know that you now have two hundred and sixty thousand subscribers, and probably one million and a half of habitual readers like himself, who wish to see Kansas made free; and let him reflect that if each cue of these contributes his dollar, it will be free in spite of Stringfellow's ruffians, Sumner's dragoons, Filmore's doughfaces, and Douglas's traitors.

To the work, then! To the great work of rescuing Kansas from the lash of the slave whip and bay of the bloodhound! Fellow-readers of THE TRIBUNE, every man of you, act, and act promptly! First send your own dollar, and then urge every other reader whom you knew to do the same. Don't procrastinate and forget. Above all, don't say to yourself that you cannot afford one dollar to make Kansas free forever. It to not true! You can afford it, however your lot may be cast. If you know not luxuries nor even comforts-if your daily bread comes of the daily sweat of your brow, still you can afford to give this much to God's service, and earn for yourself the blessings of the fature millions in Kansas from whose soil you will have sided to exclude "the sum of all villainies"

Slavery.

Don't depend on some individual or collecting com mittee calling on you and relieving you of the trouble of remitting, but send to the proprietors of THE N. Y. TRIBUNE your dollar, or more if your means warrant. We who read THE TRIBUNE know that our fund cannot be placed in more trustworthy and judicious hands than those of its philanthropic and patriotic proprietors, and if we will but afford them the means Kansas will be at once redeemed from the firebrand, halter, bowie-kni'e and bludgeon rule of Pierce and Douglas's Pro-Slavery ruffians. This we can easily do if each of us will give but a single dollar. Think of this, O readers of THE TRIBUNE, and let us before the 15th of August place a million of dollars in "The Tribune Furd," and Kansas will be free.

TRIBUNE readers, I invoke you one and all to join in the great work. I implore each one of you to do his duty, and not to devolve upon his neighbor the responibility, and to remember that " he gives twice who "gives quickly." All honor to "Jasper" for the glo-rious suggestion of "The Tribunk Fund," through which we can, if we will, make Kansas free.

July 21, 1856. A PENNSYLVANIAN.

FROM PHILADELPHIA.

From Our Special Correspondent.

PHILADELPHIA, Monday, July 21, 1856. The funerals of some scores of victims have not

et closed the deathly account of the pleasure excursion; a few more are dead, and yet more will die. Why pot hold a town meeting at once in each of the principal towns and cities of the Union, and appoint delegates to a General Railroad Safety Conference, to draw up a body of regulations to be enforced by all the Legislatures, and by Congress so far as railroads represent post-roads ! Nothing could be easier. In the present temper of the people there would not be a dissenting voice. Democracy, even, especially that hailing originally from Ireland, would greet joyfully such a code for

life-preservation.

The Republican Club, at their spacious he quarters, have adopted a good plan—that of hold-ing discussions. On Saturday night, for example, three parties severally took turns through speakers-each being limited to fifteen minutes at a time. By this means, as in the stump-speaking of the South, the voters are brought together to hear all sides, and conversions are thus made, with the additional fact that the third party—the Republican, whose orators would be mobbed, im-Republican, whose orators would be mobbed, im-prisoned, shot or hung, at the South-have at last

a say in this plantation-ridden city.

The house occupied by William Penn still stands. It is in Second street, opposite the Pennsylvania Bank. It is two stories high, about forty feet front, with projecting wings, but the center is boarded out to the line of the latter. It is very venerable, and very dirty. A sort of Old Jewery—
a locksmith shop, retail fruit stalls, and so forth,
distinguish the once gubernstorial precincts. The
walls are honestly built of old fashioned thickness,
and so the little squat old concern is tough, and it
cleaned up it would last a tot of lastres to come and
a gusker mements of early times. But the whole,
with other property adjoining, will soon be offered
with other property adjoining will soon be offered
wi

of the middle ages, the Gothic cathedrals: of the minde ages, the cothic cathedrals; the palaces diverted from royal occupation and open to the people, are freshened and furbished in a like spirit; and whether it be the ancient, mediaval; or later private beuses which carry a history with them, they are looked after and mainhistory with them, they are looked after and main-tained in good order. Such an affectionate recur-rence to the past has its-value. It is a stimulus, other things equal, to respectability in individuals and communities. What is the main cause of the unequaled rescality in the direction of the muni-cipal affairs of New York City? The men who administer them are mostly new comers, strangers to the moral and landmarks of her history, and find no spiritual guardianship in her local memorie They are like Tartars in a camp—nomade tribes—with a devil-take-the-hindmost creed. The presence of Faneuil Hall in Boston, of Independence Hall in Philadelphia, cannot be ignored as stimulants to an essentially noble patriotism; and the example holds good in lesser architectural souverirs of the dead centuries.

The Quakers, however, of the old school, hav-

ing a special moral ring fence to sustain them in a right course, make terrible havoc with the poetry of the heart. In their graveyards there are no tomb-slabs or head-stones. All the buried ones rest in the tranquil socialism of the infinite. No storied or lying urn-no animated bust-no carved storied or lying urn—no animated bust—no carved angels, charming offspring of the Greek artistic brain, deneunced in the Mosaic cauons—tell how the sod-clothed dreamer lived and loved, and how his spirit hopes. No: these old bone-yards, stuck in the shock and war of business, are simply so much grass-land, where lofty oaks and elms chant a requiem over the dead, despite the war on art which fiving they waged.

THE LAKE ERIE DISASTER.

LATEST PARTICULARS.

LIST OF THE LOST.

The Buffalo Commercial of Saturday evening has the following additional particulars in reference to the burning of the Northern Indiana:

The steamer Plymouth Rock, Capt. Ralph, of the Michigan Central Railroad Line, arrived here this morning, and brings the only particulars to be had concerning the burning of this noble vessel. From Capt. Ralph we learn that he hailed the steamer Mis-

concerning the burning of this noble vessel. From Capt. Ralph we learn that he hailed the steamer Mississippi, bound to Detroit, a short time after she left the scene of disaster. He noticed the flags of the Mississippi at haif mast, that her small boats were hugg upon the cranes, and suspected that something was wrong. Capt. R. checked his vessel, and brought up as near to the Mississippi as possible, in order to ascertain what was the trouble. At the time, he was on duty on the pilot house, as was Capt. Langley, of the Mississippi, and amid the din and confusion which prevailed among the passengers of the latter boat, most of whom were taken from the wreck of the illifated vessel, could only learn that fire originated, about 11 o'clock, in the wood-work about one of the chimneys. The flames spread rapidly, and ere fifty minutes had elapsed, the Northern Indiana was burned to the water's edge.

Mr. Wetmore, the first mate, who was on duty as commander in the absence of Capt. Pheatt, who has been confined for some time to bed in this city by severe illness, exercised almost superhuman efforts to save the lives of all his passengers, and was the last one to leave the vessel. He stood nobly at his post, throwing cabin doors, life-preservers, stools, pieces of plank, fenders, guards, and everything that would buoy up a person in the water, to the passengers, who were wild with excitement and leaped overboard in masses. His men, too, were kept in perfect subjection during the fearful peried, and but few exhibited any symptom of insubordination. The weather was pleasant at the time of the accident, and a dead calm prevailed, and it is the opinion of Mr. Wetmore that had the tecklessness exhibited by some of the passengers in leaping overboard been avoided, none of the passengers in leaping overboard been avoided, none of the passengers in leaping overboard been avoided, none of the passengers in leaping overboard been lost. During the exciting sengers would have been lost. During the exciting period some of the firemen and deck hands launched one of the small beats, into which several jumped, and it is thought they were drawn under the revolving wheels and were lost. Of the number none were

emales, however. Capt. Ralph it forms us that when he hailed the Misfemales, however.

Capt. Ralph informs us that when he hailed the Mississippi the guards of that steamer were fairly black with human beings: shawls, blankets and scarfs were waved, and he was fairly deafened with cries of "tell "So-and So I am safe." "be sure and let my wife "know all is right," &c., &c. But he could not ditinguish any one. He further states that the lake was covered with pieces of timber, and sections of the wreck, sufficient to have saved twice the namber of passengers aboard of the Northern Indiana. The vessel was towed into shore by the propeller Republic, and row lies in Pigeon Bay, just above Point au Pelee, in eight or ten feet of water. Her hull, it is thought, is entirely uninjured, and if the weather proves favorable, can be brought into port without much difficulty. In regard to the number lost, Capt. R. states, that from what he could gather from the people on the Mississippi, the number telegraphed last evening is greatly exaggerated, though the correct estimate cannot, at present, be made, as the trip sheets of the clerk were cestroyed. Of the lady passengers on board, not one was lost. Of the crew, two firemen, two deck hands and a watchmsu are missing. There were several of our

was lost. Of the crew, two firemen, two deck hands and a watchmsn are missing. There were several of our citizens on board, but none are known to be among the lost. One person, taken from the water by a small boat, belonging to the Mississippi, died shortly after being brought on board, whether from exhaustion or fright it is not known—name not learned.

We are in hopes to present our readers further particulars, to be received in our regular telegraphic dispatches this afternoon. Amid the excitement prevailing on such an occasion, it is almost impossible to get at a correct statement of the facts, and we must therefore wait until the history of the whole affair is calmly sifted out. In regard to the report in circulation that the Northern Indiana and Mississippi were racing at the time the fire broke out, it is entirely without foundation, as the latter was a long way in the rear and not atten pting to catch up.

atten pting to catch up.

Two of those who were on board the N. I., were brought down by the Plymouth Rock—a waiter and a fire mar—but from them we could get nothing definite, their statement being a confused one.

STATEMENTS OF CAPTAINS WETMORE AND LANG LEY-AND OF ENGINEER PARRAR. From The Buffalo Republic of Monday

We have obtained the following particulars of the less of the Northern Indiana on the morning of the 17th from Capt. Langley, captain of the steamer Mississippi, Michigan Central Railroad Line:

Michigan Central Railroad Line:
Capt. Langley says the Mississippi and Northern Indiana left Buffalo together, as is usually the case, until 11 o'clock on the isoming of the 17th, when off Pointau Pelee, when the Northern Indiana was at least four nites ahead. Capt. Langley was standing forward on his boat with some friends when he saw smoke bursting out of the starboard gangway of the Northern Indiana, and knew she was on fire. He sent word immediately to his engineer to hurry the Mississippi along as fast as possible, that the Northern Indiana was on fire. He put on the steam, and in from twelve to twenty minutes came abreast of her bows and instability dropped his boats, they being all ready when the Mississippi reached her. The Indiana's engine was at that time stopped, and she was burning fierce'y

stantly dropped his boats, they being all ready when
the Mississippi reached her. The Indiana's engine
was at that time stopped, and she was burning fiercely
amidebips and aft. The passengers were crying, entreating, imploring to be saved, and the ropes around
the bows and the stern were full of people chiaging for
life. The boats from the Mississippi came rapidly
along-side at d carried off full loads of passengers.

The scene was one of the direct confusion. Women
were shricking for help, children were crying, and no
presence of mind was visible. The water was covered
with people, and pieces of floating wreck. As the
Mississippi came along, the crew threw out cork lifepreservers in great numbers to those in the water,
many of whem were saved thereby. One heroic fellow, named John McDonough, a hand aboard the Mississippi scized several life preservers, and jumping in
the water swam to several men who were nearly exhausted, and gave each one, saving their lives thereby.

His deed deserves something more than mere newspaper mention.

let down into the lifeboats by cool and humane indi-viduals, who preserved their presence of mind through the whole scene.

the whole scene.

The Mississippi stayed alorgside fr two hours, Capt. Langley, the crew, and the passengers doing everything in their power to save the sufferers. When the saved came on board trunks and wardrobes flew

the saved came on board trunks and wardrobes flew open, and they were provided with whatever they desired; they had only to help themselves.

The propeller Republic them towed the Northern Indiana ashore near Point-au-Pelee, where she now lies in eight feet water. A meeting was then organized on board the Mississippi, and \$200 in cash were raised for the sufferers. The meeting adjourned to meet at Larned's Hotel, Detroit. When the boat landed at Detroit, Mr. Rice, the superintendent of the Michigan Central Railroad, came aboard and amounced to the saved that the railroads in every direction were at their disposal, and so were the hotels, free to all. They should be well taken care of, and all their wants supplied. when the members of the adjourned meeting went.

When the members of the adjourned meeting went ashore they found that the citizens of Detroit were already beforehand with them, and that they had already tails of \$1,400 for the sufferers. Among those who subscribed were Ebar Ward, \$50; Wm. Rice, Superin tendent, \$50; J. Hurd & Co., \$100. The proprietors of the Michigan Exchange, Mesers. Lyons & Barstow, placed their house at the disposal of the sufferers without price. A generous act. Mrs. Jacob M. Howard, who went up on the Mississippi, and who is a resident of Detroit, in a short time collected a large quantity of clothes, which she brought to the sufferers and distributed among them. The parsengers were exdistributed among them. The passengers were ex-tremely sensible of all this real kindness, and many of them wept with joy.

From the above it seems that everything that could

From the above it seems that everything that could be cone was done by those connected with the Mississipp and Indiana to preserve life (there was not a particle of baggage saved), and the citizens of Detroit have exhibited a generosity and liberality characteristic of that city.

The Northern Inciana was valued at \$200 000. No

insurance. The hul will be saved.
Captain W. H. Wetmore of the Northern Indiana

We left Buffalo on Wednesday evening, July 16, at 10 o'clock, with a medium load, and, I suppose, about 100 passet gers. The crew numbered between 50 and 60. Nothing occurred of any importance until about ten minutes past eleven on Thursday morning, when we were about half-way between Point Au Peles Reef and Point Au Peles light-house. I was on deck by the pulot-house. The engineer sent a man on deck, and said he wanted me below. I supposed at the time there was some difficulty with the men. I ran below as fast as I could, it being an uncommon thing to leave the deck when outside, even for meals; when I got below, the first engineer, Farrar, was getting the hose ready in the fire-engine. He said, Mr. Wetmore, my God, she's a-fire. There was a round hole, usually covered with a plate of iron, which was off, between the engine room and the snoke-pipe, on the starboard side. I cast my eye there, and saw a light something like the reflection of a common lamp underneath the We left Buffalo on Wednesday evening, July 16, at the engine room and the stocke-pipe, on the starooard side. I cast my eye there, and saw a light something like the reflection of a common lamp underneath the main deck. I turned and ran to call the men; I passed some on deck, and told them to run to the engine. I passed on toward the forecastle, and found two or three men, told them to run to the engine. Then passed into the forecastle, and told them the same. I immediately ran back to the engine, and found he had got to work with the engine, and saw the flames bursting through the hatches. I saw she was badly on fire, and ran to call the second mate for the purpose of altering her course. As I got on the promenade deck I met him. He said, "My God, Mr. Wetmore what is the matter? Said I, "She's burning up; get out your boat forward." I ran into the wheel-house, and helped to alter her course for the nearest point of Point Au Pelee Island, supposing she would make the island before her engine would stop. I then returned to the engine on the main deck. When I got there the flames had driven them from the fire engine, and she was all a flame there. was all a flame there.

I turned and went to the promenade deek again, and

I turned and went to the promenade deek again, and found the flames bursting through the upper deck around the engine. I then ran for my room, which was alorgside of the wheel-house, to get my axes, and had hard work to get back through the flames. As I came forward I met the second mate and one of the wheel men. They said they had the boat cut on the cranes but not lowered. I told them to run aft and get out the life-boat. I went immediately on the promenade deck with my axes. When I got there I saw the forward boat was crowded with men. I saw that they would be all lost unless I could get them out of the boat. I took one ax in my hand and ran forward, and told them that they would all be lost unless they get out of that boat. The engineer, Mr. Farrar, and second mate, were attempting to get them out of the boat, and did pull some out by force. At that moment the cranes gave way with the best in the boat, and she went down end foremest, and spilled most of them into the water. She would hold 18 or 20 and was crowded to excess. When the went down I knew the consequences and would hold 18 or 20 and was crowded to excess. When she went down I knew the consequences and did not sto pto look at her, but turned round and met the men whom I had sent aft. They said they could not get aft as the flames would not ket them. I turned to the passer gers and begged them to keep cool and I would save them all yet. Knowing that there was almost two cords of planks about half way aft on the larbeard side, intended for safety planks, I ran to them and took the first one out urging the passengers and crew to fetch them. I did this to encourage them and for the example. I brought an arm-full, and then went back to the other side and brought a load from there. Several of the crew followed and assisted me. I kept telling them all the while that I could save all of them, if they would only take my advice. if they would only take my advice.

After I had got them well agoing at this, I seized an ax and called upon the rest to assist me in cutting away the doors and panel work about the cabin, the away the doors and panel work about the cabin, the engineer and second mate assisting me. After cutting all the panel work away which we could reach, on account of the fire, and passing them to passengers, we then rushed into the cabin and hauled out the dining tables forward. We spread these tables out full length and dropped them overboard, bottom side up, and then brought side tables, sofas, big chairs, &c., from the cabin, all of which we threw overboard to the passengers in the water. By this time the steamer had stopped. Could not tell exactly when she did stop, but am confident she did not run over a mile from the time the fire was first discovered. After getting all out of the cabin we could, we commenced cutting the fenders away, and telling men to get on them. After cutting and getting away everything that was possible to get at, I went forward on the promenace deck. The engineers and second mate and wheelsmen went below on the forecastle deck and commenced passing everything out of the forecastle deck, boards, mattresses, stairway, rigging boxes, &c. I saw them passing them out. At that time one of the passengers called my attention to one of the broken cane stanchions, and we tried to get it out, but did not succeed. I went down to the forecastle and took the ax and succeeded in cutting it off. Passed up the ax to the passenger, as we wished to keep it with us, and as I was getting up, a woman came to me, saying, "I am alone with four small children" (one of which she held in her arms). I said to her, "Give me the child and I will save it if I get a hore." I passed it up to my friend on deck, the passenger, and followed it. I heard the woman call-inventire me and looked back and she passenger and me the a here." I passed it up to my friend on deck, the passenger, and followed it. I heard the woman calling after me, and looked back, and she passed me the other three of her children. Soon after, another woman peaced up one about six months old. Previous to this the Mississippi, which, when the fire

Previous to this the Mississippi, which, when the fire broke out, I thought to be five or six miles astern, had been engaged, and by this time had picked up the most of those in the water. By this time her boats and three of the Republic came alongside to pick them off the burning steamer. The boats were full of lifebuoys, and those on board the boats kept telling the passengers to jump into the water. Many, and especially the women, were afraid to do this. A passenger said to me, "Take this child, and I will go and push them overbeard." I took the child, and then had one in each sing, and three beside harging to me. The passenger succeeded in getting off these women and some men into the water, and then I lowered the children away to them by the heaving-line. Then my some men into the water, and then I lowest due came dren away to them by the heaving-line. Then my frierd, the passenger, wert into the boat, and was the last man with me on board the steamer. I was the last person who left her. Previous to leaving her, I walked at from lifteen to twenty feet from the stern, and stood there a moment without experiencing any inconvenience from the flames.

I then lowered myself on to the forecastle over the side

I then lowered myself on to be receased over the suc-to see if there was any one there, and found no one. I then lowered myself into one of the Mississippi's boats, which had just come up with no one in her but her crew, taking an oar and pulled to the stern of the

to Pigeon Bay, over the Bluff, where Pigeon Bay, near the Bluff, where she grounded, tibin 200 feet of the shore. We then left for Detroit. From the time the steamer caught fire until she was tirrly abandoned, I should think it was from an hour From the time the steamer caught fire until she was ettirely abandoned. I should think it was from an hour to an hour and a quarter. I think I could have terrished on her half an hour lone or, when we left her, without much inconvenience from the flamer. When the flames were discovered, the utmost panic took persission of most of the passengers, and it was impossible to maintain any kind of order. They paid no attention to my frequent appeals, although I repeatedly assured them that all could be saved if they would only obey orders. It is my positive opission that not a single person forward of the wheel, however, would have been lost had they been in a condition to know what they were about. I did not eee a single person drown, but I was too constantly engaged to look after the people in the water. My impression it that not more than twenty persons were lost, and those were principally from the forward boat, which fell from the crances in the early part of the disaster.

As there is a report that the Northern Indiana was recing at the time, I desire to say that such was not the case. We left nearly an hour behi d time, and no extraordinary exertion was made. I saw the engine from 1/2 to 80 clock in the morning before the fire. We then had 27 pounds of steam upon her. We are allowed to carry 40 pounds. I desire to bear testimony to the uniform good and gallant behavior of all my officers and crew, and the humane and generous conduct of Capt. Langley of the Mississippi, and Capt. Weaver of the propeller Republic. Both these gentlemen, and the officers and crew under their command, did all in their power to aid us and save the passengers in the water, and it is entirely due to their exertions that so many were saved. There were also two or three sail vessels in the vicinity, which stood in boildy and rendered every assistance in their power. I know that some were picked up by these vessels, but what became of trem I sm unable to say.

STATEMENT OF MR. FARRAR, THE FIRST ENGINEER.

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STATEMENT OF MR. FARRAR, THE FIRST ENGINEER.

I was in the engine room and was down on the firehole ladder, where I could look all around the boilers, a few m nutes pest 11 o'clock. I then went forward on the starboard stairs, which go up from the main dock, and was looking off toward Point an Peles, and from there I went up on to the harrieane-deck to see how the engine worked, and as I went by the smoke-pipe I thought I smelt something buning. I started on a run immediately be low, and when I got there I pulled off one of the ash-hatches and jumped down below and saw no blaze of any kind, but smelt the smoke plainly. I got out immediately and got a length of hose and sent for Mr. Wetmore.

He came to me as seon as possible, and I told him to send me some men, as the boat was on fire, but I did not know how bad. He sent me some deck haada, and they manned the pump. Mr. W. ran above and charged her course for Point-su-Pelee, and came immediately back, and in a short space of time, which could not have exceeded three or four minutes, she was in a complete mass of flames amidships. I jumped and called my second engineer and some of the men, they had hardly got to work before the flames burst out, and they were obliged to consult their own safety by leaving. I was the last man about the engine, and

they had hardly got fo work before the flames burst, out, and they were obliged to consult their own safety by leaving. I was the last man about the engine, and when I left there was one complete solid column of blaze amidships. The thing was so quick that it was impossible to effect anything it the way of extinguishing the fire. I had three men in the fire hold, and one mistance is watch and was masself in a condition to assistant on watch, and was myself in a condition to discover the first symptoms of a flame. While I have been in that boat I have been in the

discover the first symptoms of a flame.

While I have been in that boat I have been in the habit of going in and around the boilers to see if there was any fire, and I never before discovered anything which would lead me to suppose there was any danger from fire, and always regarded her as perfectly safe in that respect. Mr. Cameron, our resident engineer, examined her this Spring as did all the inspectors and considered her perfectly safe. We had taken extra precautions to guard against fire this Spring. I cannot determine the exact origin of the fire, but think it must have been a spark from the fire hold, which got between the wood which which formed the fire room next to the boiler, and did not show itself until it was ready to burst out.

The three men in the firehold did not discover anything until I had got the hose ready, and until the blaze was stricting across the stairs where they come out. When I first discovered the flames I opened the door in the sheet iron crossing to open steam-cock, and it was a volume of flane and impossible to get at it. When it was utterly impossible to remain near the engine any longer, myself and second engineer each took an axe and assisted Mr. Weth ore to cut away and throw overboard as long as there was anything available, at d my opinion is, that if the passengers had kept coof and had not jumped overboard, not a single life would have been lost off the steamer forward of the wheels.

STILL FURTHER PARTICULARS-LIST OF THE A dispatch from Detroit says: The total number saved from the Northern Indiana and by the steamer Mississippi and propeller Republic, is 142. Among the saved whose names were not before given are the Rev. Wm. Catcheart and infant child of Lagrange, Ind. The number lest as far as known is 26, as follows: LOST.

Ind. The number lest as far as known is 2c, as follows:
Sewell Turner, Rome, Me.
Michael Burke, Thos. Farie, firemen, Buffalo.
Miss Eliza Blanchard, Augusta, Me.
Daniel Gray, Rome, me.
Henry Nims and child, Tully, N. Y.
Augustine Fortvalle, Buffalo.
Geo. Dawson, Brockport, N. Y.
Mrs. Mary Leyard, England.
Mrs. Acknoyds, father, mother, husband and two-children, England.
G. Smith, watchman, Buffalo.
Eugene Cary and child, Greenburb, Wis.

Eugene Cary nd child, Greenburb, Wis Aligene Cary and cand, Greenouse, w.s.

Miss Jenning, Waverly, 19.

J. D. Rexterd, esq., of Janesville, Wisconsin, formerly of Norwich, N. Y., who was a passenger on the Northern Indiana, was picked up at a distance from the vessel by a small beat, after being over an hour in the water.

FREMONT ON SLOPES AND GRADES .- On the 7th of August, 1842, Col. Fremont, while engaged in the famous exploration upon which he had been ordered by the Government, reached the remarkable gap in the Rocky Mountains called the South Pass. In his admirable Report he says:

"I should compare the elevation which we sur-mounted immediately at the Pass, to the ascent of the Capitol Hill from the avenue at Washington."

We venture to predict that on the 4th of March rext Fremont will again ascend Capitol Hill, not merely to take note of its slope, but, called by the united voice of a free people, as our Chief Magistrate, to restore to the administration of the government those principles which were cherished by those unwavering patriotic state-men whom we revere as the Fathers of our Revolution and the founders of our glorious Republic.

FREE ACADEMY PRIZE SPEAKING .- Nine of the Free Academy boys contended last evening in the Presbyterian Church, at the corner of Fourth avenue and Twenty-second street, before a very large audience, for two prizes, one for recitation of poetry, and the other for prose declamation. Most of the speaking was menetenous, though it could hardly be called tame. The awards will be made known to-day. The Connecement of the Free Academy is to be held this evening in the Academy of Music

DEATH OF AN EDITOR, -Benjamin B. Smith, editor of The Whitehall Chronicle, died at the residence of his brother, in Westport, Essex County, on Saturday, the 12th isst., of consumption. It is a singular fact that three editors of The Chronicle have died in a litthe over three years. The first was J. D. Blount, who died in March, 1854; the second, C. G. Skinner, who died in February, 1855; the third, B. B. Smith, the late editor, who died as stated above.

from Savannah and Macon, due in this city at 3 o'clock yesterday morning, did not arrive until 4 o'clock in the